

ANOTHER ADVANTAGE FOR UNITED STATES FARMERS

SOON the farmers of the United States are likely to enjoy the benefits of a parcels post. A bill that will confer this boon, has already had its second reading in the United States Senate.

The passage of this bill is urged strongly by the United States Post Office Department. Ex. Postmaster-General Meyer estimates that the revenue derived from parcels post will not only meet the full cost of the service but that it will also place the whole service, including the free rural mail delivery service on a self-sustaining basis. Unless the farmers of Canada possess the same advantages as are enjoyed by the farmers of other countries it is to be just that much more difficult for them to hold their own in the markets of the world.

NATURE OF THE SERVICE

To protect the local merchants the service in the United States will be restricted to the rural delivery routes. Merchants in small towns and villages will be able to mail parcels, not exceeding 11 pounds in weight, to farmers living on the rural delivery routes in their sections, for 25 cents. Mail order houses in the large cities, that mail similar parcels to the farmers on the same routes will be charged 12 cents a pound or \$1.32 for each parcel. This, it is believed, will be a sufficient handi-cap to amply protect the smaller country merchants.

RATES OF POSTAGE

The proposed charges for mailing parcels up to 11 pounds in weight, are as follows: Five cents a pound, for the first pound, and two cents a pound for each additional pound. Parcels weighing less than a pound will be charged at the following rates:

Up to 2 oz.	1 cent
Up to 4 oz.	2 cents
Up to 8 oz.	3 cents
Up to 12 oz.	4 cents
Up to 16 oz.	5 cents

The charges per pound parcels, will be as follows:

1 pound.	5 cents
2 pounds.	7 cents
5 pounds.	13 cents
8 pounds.	19 cents
10 pounds.	23 cents
11 pounds.	25 cents

The parcels post rate in the United States is 16 cents a pound. It will thus be seen that on a ten pound parcel the reduction in postage will be \$1.37. Our Canadian rate is 16 cents a pound. No package over 5 pounds in weight is accepted.

EUROPEAN COUNTRIES HAVE IT

Parcels post is nothing new to the farmers and people in European countries, even in sparsely settled districts. It exists also in Australia, and even in Peru and Chile. The rates in these countries are as follows

	Maximum Weight of Parcel	Lowest Charge for a Parcel	Charge for 11 lbs.
Australia.	11 lbs.	12c.	72c.
Austria.	110 lbs.	6c.	12c.
Belgium.	132 lbs.	10c.	16c.
Chile.	11 lbs.	10c.	17c.
Cuba.	11 lbs.	10c.	46c.
France.	22 lbs.	12c.	16c.
Germany.	110 lbs.	6c.	13c.
Great Britain.	11 lbs.	6c.	22c.
Italy.	11 lbs.	12c.	20c.
Switzerland.	110 lbs.	3c.	8c.
The Netherlands.	11 lbs.	6c.	16c.

A GREAT SUCCESS IN GREAT BRITAIN

In Great Britain the service is 25 years old. The British Postmaster General reports that it has become one of the most important and highly appreciated postal features. Its growth has been

continuous and phenomenal. The scope has frequently been broadened. There was an early clamor for an agricultural parcels post. The owners of small farms in remote localities wanted it. The growers of spring flowers in Kerry said it would enable them to compete with the south of France and the Scilly Isles. Eventually the agricultural parcels post was authorized and also spacious dimensions for packages.

Produce goes forward to London and other big English cities in tremendous volume. Fresh fish, dispatched from seaport towns to the large hotels are delivered with celerity. Meats, cheese, fruits, vegetables, and freshly laid eggs in mail packages under the 11-pound limit form a very considerable factor in the commerce of the Kingdom. Several kinds of live animals, including bees, are accepted if "properly packed."

WILL PAY ITS WAY

Postmaster General Meyer, of the United States after investigating the parcels post systems in other countries and the conditions in the United States, has estimated that if only three packages, of the maximum weight each are handled each day on each free rural delivery route in the United States, the resulting revenue will more than wipe out the postal deficit. There is an average of about 75 families on each route. Speaking on this subject he said recently: "The De-



An Attractive Rural Mail Delivery Wagon

On the 100 or more rural mail delivery routes that have been established in Canada, the mail is being carried for the most part by stage drivers who carry passengers as well as mail. In the United States, the mail carriers are not allowed to carry passengers. The illustration shows one of the mail carrier rigs as used in the United States. The United States government is now planning to have these mail carriers carry parcels up to 11 lbs. in weight as well as mail, and at a very low cost, and believes that so doing will make the service self-sustaining.

partment favors the establishment of this special service for the benefit of our farmers because of its ability to render it with great advantage to the farmer, the country merchant and other patrons of rural delivery routes. The necessary machinery (over 38,000 routes now regularly covered by rural carriers) is already in operation. The importance of affording farmers generally every legitimate advantage becomes more and more apparent. The free rural delivery has improved materially and intellectually the life of great numbers of our people. Is it too much to ask that the Department shall make a further use of this important system; a use which, when added appreciably to the postal revenues, will directly and virtually benefit every man, woman and child within reach of a rural route? The countryman would have the necessities of life delivered at his gate at an average cost of 2 cents a pound, thereby facilitating and increasing consumption. This would mean augmentation of the trade of thousands of country merchants.

"It would inevitably tend toward the improve-

ment of the roads. Better roads and improved postal facilities in the rural districts would result in increased values of farm lands." The rural service as now organized has accomplished something in this direction; its enlargement will add to the good attained."

WHAT IT WILL MEAN

When they secure parcels post the farmers of the United States, if they want a small part for some piece of machinery, some medicine, books from the free library or dozens of other things, will be able to have them delivered at their farm doors. Thus many vexatious and time consuming trips to town will be saved. This is one of the ways in which the farm labor difficulty is likely to be solved in the United States. Those farmers who have farm telephones will be able to telephone to town in the morning and have the parcels they want delivered to them by the rural mail carriers within a few hours. Where there are no telephones they will be able to send word to town by the carrier, one day and to have the parcels delivered at their farms the following day. Now that free rural mail delivery has been introduced in Canada we may hope that in time we will have parcels post as well.

Comforts in an Ontario Home

One of the most comfortable homes which it has been the pleasure of Farm and Dairy to publish illustrations of this year, is that of "Hillcrest," Brant Co., Ont. "Hillcrest" is owned by Mr. Fred T. Howell. The illustration on the outside cover shows the library and the living room of Mr. Howell's home.

LIGHTED BY GAS.

Mr. Howell writes recently to Farm and Dairy as follows: "We have lots of light in our library, one large window to the west and two to the south, making the room bright and full of sunshine. Our whole house is lighted with acetylene gas. We have in all 22 lights. The entire cost of putting in this gas was only \$15. The gas machine cost me \$75, which cost included all the chandeliers and gas jet. It never cost me more than \$15 a year for carbide and the machine has never given me any trouble or expense since it was installed seven years ago. The machine is one manufactured at St. Thomas, Ont., and in my opinion is the best gas machine on the market to-day, not only for safety but also for ease in operation. There is no gasometer in which to store gas.

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A cow can profitably handle from 30 to 40 lbs. of silage a day per 1000 lbs. of live weight, provided that it is fed in conjunction with other foods. A good ration for a dairy cow would be about: Silage 35 lbs., turnips 20 lbs., clover 12 lbs. This should be mixed thoroughly before feeding, and a quantity of grain fed with it. The amount of grain fed would depend entirely upon the amount the cow could profitably handle.—T. B. S. S. A., Carleton Co., Ont.

I am very pleased with Farm and Dairy and think it is the best paper printed to-day.—M. L. Mahoney, Northumberland Co., Ont.